



# SMOG CHECK ADVISORY

Official Publication of the California Department of Consumer Affairs/Bureau of Automotive Repair

December 1998

## Phase II Audits Show Performance Improvements

**S**hop owners received some good news about their performance at workshops held in November in San Francisco, Los Angeles, and San Diego. (For those who were unable to attend one of the three statewide audit meetings, group presentations of overall findings can be scheduled by calling local field offices.)

Results of Phase II covert audits of Test & Repair, Gold Shield, and Test-Only Stations showed significant improvement for some stations and modest improvement for others compared to Phase I.

Many station owners breathed a sigh of relief, but admitted they still have a way to go before they reach the goals the Smog Check program must meet to satisfy the United States Environmental Protection Agency.

"Owners have to take responsibility for their shops," one owner told a group of his peers at the San Francisco meeting. To help each other achieve this goal, station owners were urged to join professional organizations by speakers Ken Davis, Gold Shield Program Chair; Dennis Decota of the California Service Station and Automotive Repair Association; and Randy Ward, who represents the Test-Only industry.

Of the three categories of stations audited, Test-Only stations fared the best with a 21-point improvement in Phase II. During Phase I audits of 40 Test-Only stations, only 52 percent performed proper inspections, while 73 percent of the 121 stations audited during Phase II did proper inspections.

Similarly, audits conducted on 101 Test & Repair stations during Phase II showed an 11-point improvement over Phase I. In Phase II, 50 percent of Test & Repair technicians performed proper inspections, but in Phase I only 39 percent properly completed inspections.

Gold Shield stations showed a 6-point improvement in Phase II audits, moving from 63 percent performing proper inspections in Phase I to 69 percent doing the job correctly during Phase II.

More than 200 stations that conducted inspections properly during Phase II

were also honored with Certificates of Acknowledgment from BAR at the meetings. A list of those stations is included on pages 4-6.

Covert Phase I audits of 191 stations were conducted from January through April 1998 to determine the level of performance during Smog Check inspections. Undercover vehicles used in the audits were prepared with two inducements—a tailpipe (emissions) failure combined with another secondary defect, such as a non-functioning ignition timing system, non-functioning exhaust gas recirculation (EGR) system, missing catalytic converter, or a missing EGR valve.

In Phase II, with Acceleration Simulation Mode (ASM or BAR-97) testing underway in the Enhanced Areas, 350 audits were conducted from August through November 1998. Phase II audits

used the same inspection criteria and vehicle inducements, except for the non-functioning EGR system (since the ASM inspection protocol does not require this functional test).

"Timing was the most overlooked part of the inspection," said Mike Vanderlaan, BAR's Smog Check Program Enforcement Manager, whose office designed and coordinated the audits with BAR field offices. Vanderlaan presented the audit findings at the three meetings, which were well attended by station owners and technicians.

Like many owners, BAR Chief Marty Keller was cautiously optimistic about the results of the audits. "The critical issue is that there has been improvement," he said. "This is good news because this demonstrates that we can work together to achieve our mutual vision of a world-class I/M program." ♦

## DSO Voted Most Valuable Tool to Diagnose Vehicles in Loaded Mode

by Martin E. Gunn

**A**long with the new BAR-97 Emissions Inspection System (EIS) technicians began using in June came another excellent piece of equipment called a Digital Storage Oscilloscope (DSO), the most reliable tool there is to verify information about a vehicle's electronic engine control system.

An instrument that produces a visual display (trace) on a screen in response to the voltage signal measured over time, the DSO shows what a voltage signal actually looks like as a moving picture (or "waveform"), as opposed to an average measurement displayed with a number, such as a digital multimeter (DMM) provides.

But before the DSO can draw the technician a picture, the signal being sampled has to be translated into a digital, binary language using ones and zeros that the computer inside the

oscilloscope can understand. Once the signal is digitized and before it is displayed on the screen, the signal is processed into the DSO memory.

This gives the scope the capability of capturing and storing waveforms in memory where they can be retrieved later for comparison and/or documentation. The DSO is a powerful diagnostic and learning tool because it can sample and store a suspected faulty sensor signal to memory. After the necessary repairs are made, the technician can compare the stored waveform to the newly repaired waveform.

Some technicians ask why a DSO is necessary to diagnose loaded-mode Smog Check failures. To answer that question, we must begin with the premise that raising the overall level of vehicle maintenance is critical to solving our air pollution problems. Very few new vehicles emit excessive

*Continued on page 3*



# SNAPSHOT

Following are the combined Smog Check ASM and TSI Testing and Repair Cost Statistics for the months of September and October. In past editions, we incorrectly reported that the numbers in the chart were for ASM testing only. The numbers include both ASM and Two Speed Idle (TSI) testing. In addition, we previously reported only the number of certificates issued to vehicles for initial tests. However, that column now includes the certificates issued for all tests. We also miscalculated the total number of certificates issued for the month of September. The correct number, 759,015, is shown below.

	SEPTEMBER	OCTOBER
<i>Program Volume</i>		
Tests Conducted	888,541 *	894,681
Vehicles Tested	731,264	742,348
Vehicles Failed	72,741 ( 9.9%)	76,137 (10.25%)
Certificates Issued	759,015	761,702
<i>Type of Failure</i>		
Tailpipe:	38,402 ( 5.3%)	40,531 ( 5.5%)
Gross Polluters	18,829 ( 2.6%) **	18,696 ( 2.6%)
Visual	4,141 ( 0.6%)	4,573 ( 0.6%)
Functional	29,625 ( 4.1%)	32,278 ( 4.1%)
<i>Failure by Station Type</i>		
Test & Repair	36,090 ( 8.0%)	37,970 ( 8.3%)
GSGR	17,042 (10.2%)	17,715 (10.5%)
GPC	5,916 ( 9.5%)	6,023 ( 9.6%)
Test-Only	13,681 (28.1%)	14,415 (27.7%)
Other (fleets)	12 ( 2.5%)	14 ( 3.0%)
<i>Consumer Assistance/Referee Centers</i>		
Tests	1,774	1,972
Failures	917 (51.7%)	1,078 (54.7%)
Gross Polluter Tests	38	32
Gross Polluter Failures	15 (39.5%)	12 (37.5%)
Certificates Issued	1,141	1,265
Cost Waivers Issued	120	149
Hardship Extensions Issued	178	169
<i>Average Repair Costs</i>		
Vehicles Repaired	59,993	62,503
Average Cost (statewide)	\$ 98	\$ 95
Test & Repair Stations	\$ 88	\$ 87
GSGR Stations	\$101	\$ 97
GPC Stations	\$143	\$135

\* Includes multiple tests on same vehicle.

\*\* Subset of tailpipe failures.

## DSO Voted Most Valuable *Continued from page 1*

levels of pollution, because all operating systems are working as they were designed. As vehicles age, however, the emissions control systems begin to wear, shift calibration, or fail altogether. If normal wear and tear is not kept in check, the number of pollutants emitted by the vehicle rises substantially.

More accurate testing—as in loaded-mode or Acceleration Simulation Mode (ASM) testing, which simulates actual driving conditions—requires technicians to have more sophisticated diagnostic tools at their disposal. The DSO allows technicians to more accurately gauge the level at which a vehicle is maintained.

The electronic engine control system lies at the heart of the vehicle's emissions performance, since it precisely controls the fuel, ignition, and emissions control system to provide the best possible performance while producing the lowest number of pollutants. It works something like this:

Information about the engine's operating conditions is provided to the Powertrain Control Module (PCM) from the sensors. Once this information is delivered to the PCM, it is digitized, or translated into a language that the PCM understands (sound familiar?). This live information is then compared to information that was programmed into the computer at the factory, often referred to as a "Look-Up Table" (see figure). After a comparison is made between the live information and the stored information, a series of commands is sent out by the PCM to the various actuators to adjust the power train to the new conditions.

A Look-Up Table works very much like a multiplication table. To find the product of one number multiplied by another, you find the box that intersects between the two. The same holds true for a Look-Up Table.

The weak link is that the system's ability to work as designed relies on several factors. Remember, when the subject is computers, garbage in equals garbage out. The PCM *sometimes* is unable to discriminate between correct and

incorrect information. If the information delivered to the PCM is incorrect, it will result in an incorrect decision, and therefore an incorrect output. Sensors—and/or the wiring that connects them to the PCM—that are open, have shorted, have shifted calibration, or have otherwise become inoperable, can and will result in an incorrect air/fuel ratio, ignition timing, and/or emissions control function(s).

This is where the DSO shines. It is able to detect abnormalities, or "glitches," in an electrical signal like no other automotive diagnostic and repair tool. As explained earlier, DMMs display an average reading that is updated periodically. Unfortunately, the update rate is often not fast enough to allow a technician to see a glitch. But DSOs, with their various recording capabilities, are able to capture even the smallest glitches. The DSOs that the Bureau of Automotive Repair requires have the ability to monitor and display two (or more) signals at once.

The ability to see two signals simultaneously (dual trace) is essential in identifying a cause and effect between sensors, actuators, and the PCM. Simply stated, monitoring a DSO that is back-probed into a PCM allows technicians to "see" exactly what the PCM "sees."

This tracing can be done while operating the BAR-97 EIS in the "diagnostic mode" (the same conditions under which the test is performed) or while

trying to recreate conditions related to a driveability complaint. Compare the sensor/actuator data to information provided in the sensor range charts and PCM pin out charts to verify their accuracy.

If a problem is picked up at the computer, a technician needs only to back up until he or she reaches the associated sensor/actuator. If the problem still exists at the sensor/actuator, then the problem has been found. However, if it disappears between the PCM and the sensor/actuator, then the wiring is at fault. Again, the DSO is the most foolproof way of verifying that commands sent out and received by the PCM are based on sound information from the sensors.

BAR-97 promises to raise the sophistication level of emissions diagnosis and repair. To meet this higher level, technicians need tools and strategies that will take the guesswork out of emissions diagnosis and repair and that will result in additional value to themselves and their customers. The DSO is the right tool for the job. It's really nothing more than a voltmeter, but it's the kind of voltmeter that technicians need in order to be successful in this new diagnosis and repair environment. ♦

*Martin E. Gunn is a world-class technician and program representative in BAR's Sacramento Field Office. He began his career with BAR in 1994 in the pilot program that compared ASM and I/M240 testing. He has also served in the documentation program and technical training unit.*

**Pre-Programmed Look-Up Table Information**

ECT	0.5 volts	ECT	0.5 volts	ECT	0.5 volts	ECT	0.5 volts
IAT	2.5 volts	IAT	2.5 volts	IAT	2.5 volts	IAT	2.5 volts
MAP	1.0 volts	MAP	1.0 volts	MAP	1.0 volts	MAP	1.0 volts
TPS	0.45 volts	TPS	0.50 volts	TPS	0.55 volts	TPS	0.60 volts
RPM	750	RPM	750	RPM	750	RPM	750
HO2S	.1-.9 volts	HO2S	.1-.9 volts	HO2S	.1-.9 volts	HO2S	.1-.9 volts
VSS	0 mph	VSS	0 mph	VSS	0 mph	VSS	0 mph
B+	14.0 volts	B+	14.0 volts	B+	14.0 volts	B+	14.0 volts
IAC	25%	IAC	25%	IAC	25%	IAC	25%

**Live Sensor Data**

ECT	0.5 volts
IAT	2.5 volts
MAP	1.0 volts
TPS	.5 volts
RPM	750
HO2S	.1-.9 volts
VSS	0 mph
B+	14.0 volts
IAC	25%

**Commands**

INJ	3.01 ms	INJ	3.02 ms	INJ	3.03 ms	INJ	3.04 ms
EVAP	off	EVAP	off	EVAP	off	EVAP	off
TCC	off	TCC	off	TCC	off	TCC	off
EGR	0%	EGR	0%	EGR	0%	EGR	0%
MIL	off	MIL	off	MIL	off	MIL	off
DTCs	none	DTCs	none	DTCs	none	DTCs	none
Loop	closed	Loop	closed	Loop	closed	Loop	closed
FP	on	FP	on	FP	on	FP	on
Timing	13 btcd	Timing	14 btcd	Timing	13 btcd	Timing	15 btcd

## Shops Awarded Certificates for Successful Phase II Audits

**C**ongratulations to more than 200 stations that received Certificates of Acknowledgment for their successful performance during BAR's Phase II Audits. The awards were presented at meetings in November in San Francisco, Los Angeles, and San Diego for Gross Polluter Certification (GPC), Test Only (T/O), and Test and Repair (T&R). Here are the winners!

**Anaheim**—Anaheim Texaco (GPC); Ira Newman Automotive (GPC); M&G Automotive (T/O); Smog Pros (T&R)

**Antioch**—Speedee Oil Change & Tune-Up (GPC); Bill Leopold Complete Auto Repair (GPC)

**Apple Valley**—Big Apple Automotive (GPC)

**Arcadia**—Arcadia Test-Only Center (T/O); YUS MPG Service Center (T&R)

**Bakersfield**—Speed A Way Smog (T/O); Best Smog & Tune-Up (T/O); California Smog (T/O); Garces Circle Smog (T/O); California Avenue Shell (T&R)

**Beverly Hills**—Butler Automotive (GPC)

**Bellflower**—Immanuel Auto Shop (T/O)

**Bloomington**—Smog Only (T/O)

**Brea**—Econo Lube N Tune #33 (GPC)

**Burbank**—Conejos Shell, Inc. (T&R)

**Camarillo**—Barry's Auto Service (GPC); ARCO Camarillo (T&R)

**Carmichael**—One Stop Smog (T/O); Vehicle Inspections Plus (T&R)

**Carson**—Main Smog (T/O); Exclusive Auto Care, Inc. (T&R)

**Castro Valley**—Kevin Hinkley Auto Tech (GPC)

**Ceres**—Gary Adams Automotive (GPC)

**Cerritos**—Elis Unocal (T/O)

**Chatsworth**—McNally Chevron Service (GPC)

**Chino**—Chino Auto Tech (GPC)

**Chula Vista**—L Street Unocal (GPC)

**Citrus Heights**—Carmichael Honda (GPC); Kniesel's Auto Service Center (T&R)

**City of Industry**—Puente Hills Nissan Infinity (T&R)

**Concord**—Clayton Treat Smog Pros (GPC)

**Costa Mesa**—Speedee Oil Change & Tune-Up (GPC); Mesa Repair (T/O)

**Covina**—Covina Auto Service (GPC); ACC (T/O); Citrus Mobil (T/O); Smog & Tune Express (T/O)

**Cudahy**—Smog Pros Test-Only (T/O)

**Culver City**—Rocket Smog #5 (T/O)

**Cupertino**—DeAnza Smog/Repair (GPC)

**Cypress**—HiTek Auto Center (GPC)

**Diamond Bar**—Diamond Bar Automotive & Tire Co. (T&R)

**Downey**—Downey Ford (T&R)

**El Cajon**—Le Mesa Auto & Tire Center (T&R)

**Elk Grove**—Dennis Campbell's Union 76 (GPC)

**El Monte**—Smog Pros (GPC); Smog Masters

**Escondido**—Haig Auto Smog (T/O); Smog Center (T/O); Charif's Automotive (T/O)

**Fontana**—Valley Texaco Service (T&R)

**Fremont**—Auto Tech Plus, Inc. (GPC); Irvington Auto Service (GPC)

**Fresno**—Lamona Service Center (GPC); Ted's Automotive Repair (GPC); Electric Lab (GPC); Smog Masters—East Shields Ave. (T/O); Economy Smog (T/O); Smog Masters—North Blackstone (T/O); Smog Masters—East Birch St. (T/O); Keith's Foreign (T&R); Sam's Auto Repair (T&R); Jensen Shell Auto Care (T&R)

**Fullerton**—ACC Auto Convenience Center (T/O)

**Garden Grove**—All Tune & Lube (GPC)

**Glendale**—Armik Auto Repair (GPC); AT Auto Repair (GPC)

**Glendora**—Samos Smog Check II (T/O)

**Hawthorne**—Smog Father (T/O)

**Hemet**—Gosch Toyota (T&R)

**Highland**—M&M Smog (T/O)

**Hollywood**—Aras Shell Service Station (T&R)

**Huntington Beach**—Ron Catt Automotive, Inc. (GPC); Smog Pros Test-Only (T/O); Huntington Beach Service & Smog (T&R)

**Inglewood**—Inglewood Test-Only Station (T/O)

**Irvine**—Irvine Shell Service (GPC)

**Laguna Beach**—Bill Schuster & Sons (GPC)

**Laguna Hills**—BJ's Automotive Repair (GPC); Laguna Hills Shell (GPC); Leisure World Mobil (GPC)

**Laguna Niguel**—Crown Valley Texaco (GPC)

**La Habra**—White Automotive (GPC)

**Lake Elsinor**—The Tune-Up Center (GPC)

**Lake Forest**—Lake Forest Texaco (T&R)

**Lakewood**—Orland Luzzi Unocal Service (GPC)

**Lancaster**—Quartz Hill Automotive (GPC); Bob Howle Automotive (GPC); Hall's Automotive (GPC)

**Long Beach**—Don & Harold's Auto & Engine (GPC); Ron's Automotive Clinic, Inc. (GPC); Selvan Texaco (T&R)

**Los Angeles**—Loyola Automotive (GPC); Long Automotive (GPC); Ken's Union Oil Service (GPC); Johnny's Auto Service (T/O); Auto Convenience Center (T/O); Neon Smog Check (T/O); Smog Test-Only Center, Inc. (T/O); Rocket Smog, Inc.—South La Cienega (T/O); Rocket Smog, Inc.—South Robertson Blvd. (T/O); Auto Check Centers, Inc. (T/O); Western Auto (T/O); Jisal, Inc. (T/O); Avalon Smog Center (T/O); Cooks Corner (T/O); Sepulveda West Car Wash (T/O); HK Smog (T/O); Oris Service Center (T&R); Steve Chon's Chevron Service (T&R); Tune-Up Masters #0012 (T&R)



**Los Gatos**—Blossom Valley Shell (GPC)

**Manhattan Beach**—Auto Check Centers, Inc. (T/O)

**Marina Del Rey**—Del Rey Automotive (GPC); Marina Union 76 (T/O)

**Mission Hills**—Chahayed Service, Inc. (GPC)

**Mission Viejo**—Smog Pros Test-Only (T/O)

**Modesto**—Car Pretty (T&R); David's Auto Tech (T&R)

**Moreno Valley**—Valley Smog Test (T/O); Smog Pros Test-Only (T/O)

**Morgan Hill**—Monterey Auto Service (GPC)

**Mountain View**—Precision Tune Auto Care (GPC)

**Newhall**—Smog Test-Only Centers, Inc. (T/O)

**Newport Beach**—Island Auto Repair (GPC); Smog Pros Test-Only Centers, Inc. (T/O)

**North Hollywood**—California Auto Repair (GPC); Jessie Auto Repair (T/O); Smog Test-Only Centers, Inc. (T/O)

**Northridge**—Cary Fox's Tire & Auto Center (GPC); Northridge Union 76 Test-Only (T/O); Smog Test-Only Centers, Inc. (T/O)

**Norwalk**—Tune-Up Masters #057 (T&R)

**Oceanside**—Rancho Del Oro Unocal (GPC)

**Ontario**—Smog Stop (T/O)

**Orange**—Toyota of Orange (T&R)

**Orangeville**—All Auto and Tune-Up (T&R)

**Oxnard**—Smog Pros (GPC); Oxnard Union 76 & Test-Only (T/O); Smog Test-Only Centers, Inc. (T/O)

**Palmdale**—Hank's Chevron Service (T&R)

**Panorama City**—KC Smog Test Only (T/O)

**Pasadena**—Smog Pros (GPC); Smog Test Only (T/O)

**Pomona**—Pomona Valley Exxon (GPC)

**Poway**—Smog Station (T/O)

**Rialto**—Perfect Auto Service #22 (T&R); Veldman's Automotive Service (T&R)

**Rancho Cucamonga**—Haven Union 76 & Service Center (GPC); Accurate Smog Auto Truck & RV (GPC)

**Redlands**—Lube & Tire Express (T&R)

**Reseda**—Reseda Auto Electric (GPC)

**Riverside**—Top Dawg Auto Repair (GPC); Smog Pros Test-Only (T/O); Smog Only (T/O)

**Rocklin**—Rocklin Smog & Auto Repair (T&R)

**Roseville**—Acme Smog Clinic (GPC); Quality Auto Care (T&R); Quality Tune-Up #42 (T&R)

**Sacramento**—Quality Tune-Up #41 (GPC); The Service Station (GPC); Car Care Center (GPC); Made in America (GPC); Roger Larson RPM Smog (T/O); Abetttersmog (T/O); Swift's Auto World (T&R) (T/O); Walt's Chevron Service (T&R); A&R Automotive (T&R); Freeport Automotive Service Center, Inc. (T&R)

**San Bernardino**—Dave's Auto Medics (GPC); Smog Pros Test-Only—West Highland Ave. (T/O); Smog Pros Test-Only—West Second St. (T/O)

**San Diego**—Tune Craft #3 (GPC); Rosecram's Unocal 76 (GPC); University City Service Center (GPC); Sencors GM Service, Inc. (GPC); California Smog Test Station (T/O); Just Smog (T/O); Mission Valley Mobil (T&R)

**San Francisco**—Pacific Heights Chevron (GPC)

**San Jacinto**—Valley Smog Test (T/O)

**San Jose**—Taylor Automotive Service (GPC)

**San Marcos**—Garrett's Smog (T/O)

**San Pedro**—The Smog Father (T/O)

**Santa Ana**—ACC (T/O); Gross Polluter Smog (T/O); Irvine Garage (T&R)

**Santa Barbara**—Kurt's Auto Repair (GPC)

**Santa Monica**—Lincoln Auto Smog & Repair (T&R)

**Saugus**—Mobile Repair Service (T&R)

**Sepulveda**—Smog Pros Test-Only (T/O)

**Sherman Oaks**—Sherman Oaks Unocal 76 (GPC)

**Simi Valley**—See Me Auto Service (T/O)

**South Gate**—Discount Auto & Smog Repair (T/O)

**Stanton**—Super Smog (T/O)

**Stockton**—Larry's Auto Repair (GPC); Delta Smog Check (T/O); Brannon Tire—E. Hammer Lane (T&R)

**Tarzana**—Tune-Up Masters (T&R)

**Thousand Oaks**—Ben's ARCO & Smog Pros (GPC)

**Torrance**—Crenshaw 405 Mobil (GPC); Mas Auto Service (GPC); Walt's Auto Service, Inc. (GPC); George's Automotive (GPC); South Bay Smog Check Center (T/O); Smog Pros (T&R)

**Upland**—Smog Pros Test-Only (T/O)

**Vacaville**—Cherry Pit (T/O); Petrillas Tire & Automotive (T&R); CME Automotive (T&R)

**Van Nuys**—Van Nuys Union 76 Test-Only Smog—Sepulveda Blvd. (T/O); Van Nuys Union 76—Burbank Blvd. (T/O)

**Ventura**—Auto Masters Smog Test Center (T/O)

**Victorville**—Duane's Automotive (GPC)

**Visalia**—Mooney Shell (GPC)

**Vista**—Vista Smog (T/O); North Country Ford (T&R)

**Walnut Creek**—Main & Geary Chevron (GPC)

**West Covina**—Smog Pros (GPC)

**Whittier**—Zeinna's Mobil (GPC)

**Winnetka**—Smog Master (T/O)

**Woodland**—Smog Tech (GPC)

**Yorba Linda**—Smog Tech (T/O) ♦

## False Information or Cheating Can Lead to Denial of License

Applicants for Smog Check licenses will be denied a license if the Department of Consumer Affairs' Licensing Division finds that they have falsified information on their applications.

The Licensing Division verifies each applicant's Automotive Service Excellence or Alternative Course Certificates during its application review process, and reports that it has occasionally found an applicant who has lied on his or her application or altered or forged required training certificates.

Applicants who are denied a license under such circumstances, or are caught cheating on an exam, may appeal by appearing before an Administrative Law Judge. BAR's decisions to deny a license based on a falsified application or exam cheating are often upheld, as evidenced in a recent ruling in San Diego. ♦

## Madera Smog Shop Raided

A Madera Smog Check shop owner and his employee were arrested and three Smog Check analyzers were seized in a raid on the shop by BAR investigators November 19.

Pat Burriel, 45, owner of Madera Smog & Tune, was charged with six felony counts for providing bogus smog certificates, and his son, Patrick Shaun Burriel, 26, a technician at the shop, faces one felony count.

The raid came just six weeks after the shop's owner began administrative probation for an earlier incident in which he issued illegal smog certificates. BAR's most recent undercover investigation of the shop indicated that 19 vehicles were given illegal smog certifications over two days.

During the raid, BAR seized one BAR-97 Test Analyzer System (TAS) and two BAR-90 TAS units. A Chevrolet Monte Carlo registered to Jennifer Burriel, who lives at the same address as the shop owner, was also seized. The vehicle was one of two used in the clean-piping operation.

"The Department of Consumer Affairs and BAR have absolutely no tolerance for stations and technicians who break the law," said BAR Chief Marty Keller. "When we find them, we're going to close them down and, when appropriate, refer them to the District Attorney's office for criminal prosecution. It's certainly appropriate in this case."

In addition to the criminal charges, both will face possible administrative charges and revocation of the shop license and their technician licenses. In addition, BAR will seek to deny Patrick Shaun Burriel's application for his own Automotive Repair Dealer registration.

"Mr. Burriel apparently did not learn his lesson the first time," Keller said. "This time, the lesson is going to be a hard one. Not only does he face the possibility of going to prison, but we're hitting him hard in the pocket-book by seizing expensive Smog Check equipment and one of the vehicles he was using." ♦

## DISCIPLINARY ACTIONS

**AA AUTO REPAIR**—San Mateo Edward Chi Ling, Owner

*Order:* ARD registration and Smog Check Station License revoked; Basic Area Smog Check Technician License revoked. (06/23/98)

**ANDRADE AUTO REPAIR #1**—Santa Ana

Antonio Velazco Andrade, aka Antonio Andrade Velazco, aka Antonio Andrade Velazca, Owner  
Thao Thang Le, Employee

*Order:* ARD registration and Smog Check Station License revoked; Le—Advanced Emission Specialist Technician License revoked. (06/4/98)

**EAST L.A. SMOG**—Los Angeles Francisco Javier Vilches, Owner

*Order:* ARD registration and Smog Check Station License revoked; any other license issued to Francisco Javier Vilches revoked. (06/4/98)

**INTERNATIONAL SMOG CHECK CENTER**—Montebello

Juan Luis Gramajo, Owner

*Order:* ARD registration and Smog Check Station License revoked. (06/4/98)



**KIM, YONG WON**—Gardena

*Order:* Issue an Advanced Emission Specialist Technician License; license shall be immediately revoked; revocation stayed; three years' probation on the following conditions: obey laws and regulations; report to BAR quarterly, report any financial interest in any auto repair facility. (06/4/98)

**SUPERIOR VEGA SERVICE**—

Los Angeles

Joaquin Vega, Jr., Owner

*Order:* ARD registration and Smog Check Station License revoked; any other license issued to Joaquin Vega, Jr. revoked. (06/11/98)

## REGULATIONS APPROVED

**E**mergency regulations requiring Smog Check stations in Basic Areas to add a fuel cap tester to their equipment were approved on November 12. Within 120 days, BAR will hold a public hearing and receive written comments before filing final regulations.

Fuel cap testing begins in Basic and Change of Ownership Areas on December 15, and stations will be required to use the fuel cap tester and updated software on that date.

Smog Check stations in affected areas using the BAR-90ET Test Analyzer System (TAS) are required to purchase updated software and a BAR-certified fuel cap tester. Some manufacturers may offer a package that includes both the tester and the software.

Moreover, some testers are compatible with the BAR-97 Emissions Inspection System (EIS), so that they may be used if those areas become Enhanced Areas in the future.

Station owners and managers are urged to check with their analyzer manufacturers for details, including future compatibility of the tester with the BAR-97 EIS. Listed below are the two BAR-certified fuel cap tester manufacturers:

**Stant Manufacturing, Inc.**  
1620 Columbia Avenue  
Connersville, IN 47331-1696  
(800) 822-3121

**Waekon Industries, Inc.**  
1674 Kirkwood Pike  
Kirkwood, PA 17536  
(800) 367-9235

## Update on Repair Assistance Threshold

**T**he November edition of the Smog Check Advisory announced the November 5 launch of the Repair Assistance Program in the Sacramento metropolitan area. BAR's intent was to require qualifying low-income motorists to pay the first \$200 on emissions-related repairs. To be consistent, BAR also proposed that the repair cost limit for the economic hardship extension be lowered from \$250 to \$200. However, the Office of

Administrative Law decreed that BAR must keep the threshold at \$250 for both financial assistance programs until such time as BAR finds that actual participation in the Repair Assistance Program is not adequate. BAR will assess participation rates in early 1999, at which time the threshold amount will be reconsidered. *The threshold for economic hardship extension and for repair assistance remains at \$250 until further notice.* ♦

## Diagnostic and Repair Manual Discontinued

**E**ffective immediately, licensed Smog Check stations are not required to have a copy of the Smog Check Diagnostic and Repair Manual, which has been discontinued. In addition, Clean Air Car Course students are not required to purchase the manual.

Current regulations require that licensed Smog Check stations perform emissions-related repairs according to the vehicle manufacturer's specifications. It is each Smog Check station's responsibility to have the tools, resources, equipment, and technicians adequate to test, diagnose, and repair the vehicles the shop accepts.

"We recently surveyed technicians and educators and learned that the manual

is not widely used because it is not a reliable source of diagnostic information," said George Adelsperger. "The good news is that automotive publishers provide so much information today that BAR no longer needs to publish a separate manual."

Moreover, considerable knowledge gained from the loaded-mode pilot program was incorporated into the BAR-97 Transition Training (8-hour) Course, and the Advanced Emissions Diagnostics (20-hour) course. As more is learned about loaded-mode diagnosis and repairs, BAR will incorporate the information into training courses and, if needed, may develop a new diagnostic guide. ♦

## Smog Technicians Needed

**T**he Bureau of Automotive Repair is seeking volunteer licensed smog technicians to help develop new examination questions and to set the minimum passing score, according to George Adelsperger, BAR's Manuals and Publications Manager.

"Technicians are paid for their efforts," he said. "We plan to hold workshops in Los Angeles and Sacramento in January, February, and March, and we'd like to have volunteers before the January workshop."

Technicians with no recent adverse actions against their license who are interested in serving on the Exam Committee should send their full name, EA or EB number, and daytime telephone number to:

Ken Harris  
Bureau of Automotive Repair,  
10240 Systems Parkway  
Sacramento, CA 95827

### CALENDAR OF COMING EVENTS



**January 7, 1999**

#### PUBLIC MEETING

***Inspection and Maintenance  
Review Committee (IMRC)***

Department of Consumer  
Affairs Auditorium  
400 R Street, First Floor  
Sacramento, CA 95814

10:00 a.m.-4:00 p.m.



is published by the

**California Department  
of Consumer Affairs'  
Bureau of Automotive Repair**  
400 R Street, Sacramento, CA 95814

## **BAR FIELD OFFICE PHONE NUMBERS**

Bakersfield ..... (805) 833-6304  
Riverside ..... (909) 782-4250  
Canoga Park ..... (818) 596-4400  
Sacramento ..... (916) 255-4200  
Culver City ..... (310) 410-0024  
San Jose ..... (408) 277-1860  
Fresno ..... (209) 445-5015  
South El Monte .. (818) 575-6934  
Fullerton ..... (714) 680-7851  
Hayward ..... (510) 785-1961  
Oceanside ..... (760) 439-0942

DCA Cashiering (916) 322-7002  
DCA Licensing ... (916) 322-4010  
ET Help Desk .... (916) 255-4476  
MCI ..... (800) 731-SMOG  
(Then press 5 for technical support)

**Consumer Assistance and  
Referee Center: (800) 622-7733**

**DCA HOTLINE: (800) 952-5210**

Bulk Rate  
U.S. Postage  
PAID  
Sacramento, CA  
Permit No. 2083

Smog Check Advisory

December 1998

## **Little Scoops...**

- ❖ BAR calculations indicate that the State of California has now reached the statutory and State Implementation Plan (SIP) requirement to establish enough Test-Only stations and adequate lane capacity to inspect 15 percent of the vehicle fleet in the Enhanced Areas. There are now more than 230 lanes at 150 Test-Only stations statewide to inspect the more than 750,000 vehicles that state law requires to be tested **annually** at Test-Only stations.
- ❖ Technicians and shop owners are urged to check the BAR Web page at <[www.smogcheck.ca.gov](http://www.smogcheck.ca.gov)> or watch for "ET Blasts" for the latest schedule of public hearings and workshops being held on various new regulations, including updated Gold Shield entry and continuing performance standards.
- ❖ General Motors has announced the recall of more than 400,000 vehicles due to excessive carbon monoxide (CO) emissions. Included on the recall list are 1993 six-cylinder, 3.1 liter engine Chevrolet Luminas, Oldsmobile Cutlass Supremes, Cutlass Supreme convertibles, Pontiac Grand Prixs, and Buick Regals.
- ❖ Technicians must submit proof of passing the 20-hour update course with their advanced (EA) renewal application. Technicians are also urged to allow plenty of time to schedule and complete the course, and to renew their licenses early. It is **not** necessary to wait to be reminded by the license renewal notice.
- ❖ LaRae Richards, Membership Director for the Automatic Transmission Rebuilders Association with international headquarters in Ventura, said their organization supports and endorses "clearing the air," and asked BAR to add the organization to the list of professional associations that technicians and owners may wish to join. Contact Richards at (805) 654-1700.
- ❖ Consumer applications to participate in the newly created Vehicle Retirement Program are available by calling the Consumer Assistance/Referee Centers toll-free at (800) 622-7733.

Visit DCA/BAR's Web site: [www.smogcheck.ca.gov](http://www.smogcheck.ca.gov) or [www.smogcheck.org](http://www.smogcheck.org)